

WSDOT 2008 Truck Parking Survey

Paula J. Hammond, P.E.
Secretary

David L. Dye
Deputy Secretary

Steve Reinmuth
Chief of Staff

Dale A Tabat
Truck Freight Programs and Policy Manger
Freight Services Division

National Safety Rest Area Conference
October 3, 2008



Washington State
Department of Transportation

Purpose & Methodology

- Purpose
 - Assess Truck Parking Needs in Washington
- Survey Objectives
 - Survey 100 truckers and 25 truck companies on truck parking needs on three main highways
- Methodology
 - Conduct two online surveys:
 - WA truckers
 - Truck companies who operate in WA
 - Self selected sample
 - Interview select WSP officers from the Commercial Vehicle Division

Recruitment

- Email solicitation:
 - WSDOT freight contact list
 - ATA email list
 - WTA email list
 - Oregon Trucking Assn
 - Others
- Publication in online trucking publications
- Satellite Radio Truck Show

Results

- 473 truck drivers
- 99 truck companies
- 3 WSP Officer interviews
- 400+% higher response than hoped
- Solid consistency between trucker and truck company responses
- High participation rates strengthens results

Figure 1 - Type of Carrier

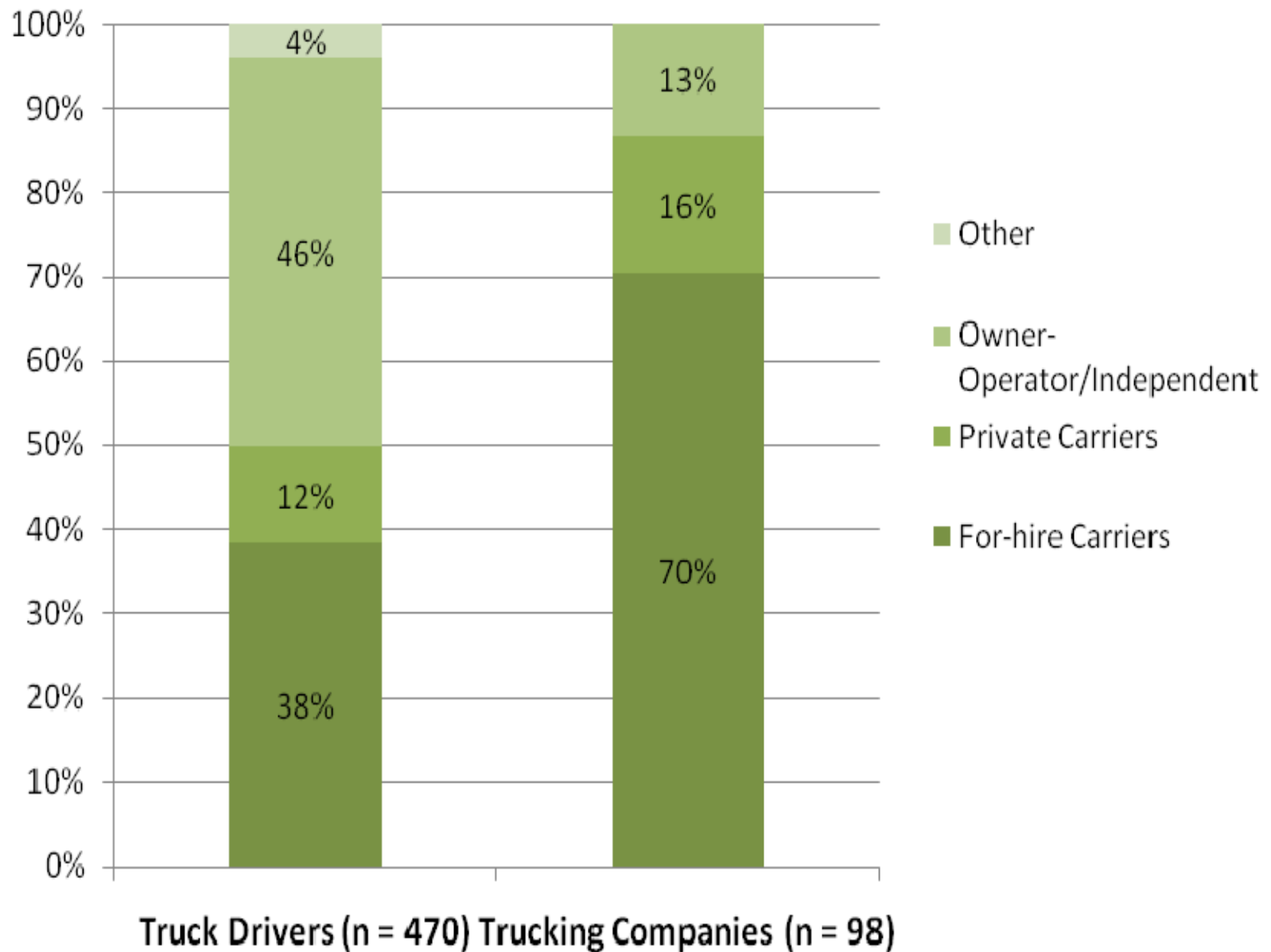


Figure 2 - Number of Drivers Employed by Trucking Companies

n = 99

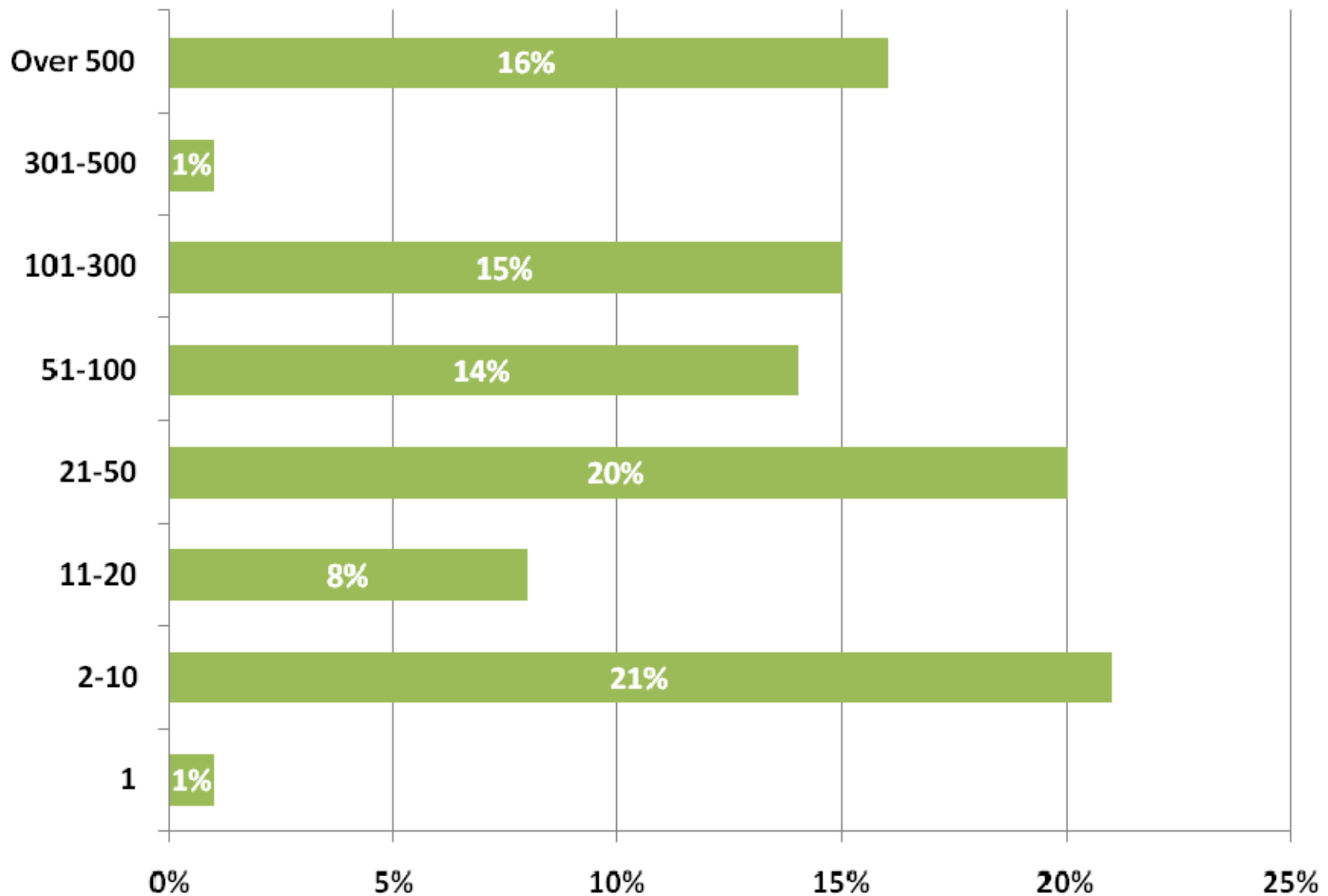
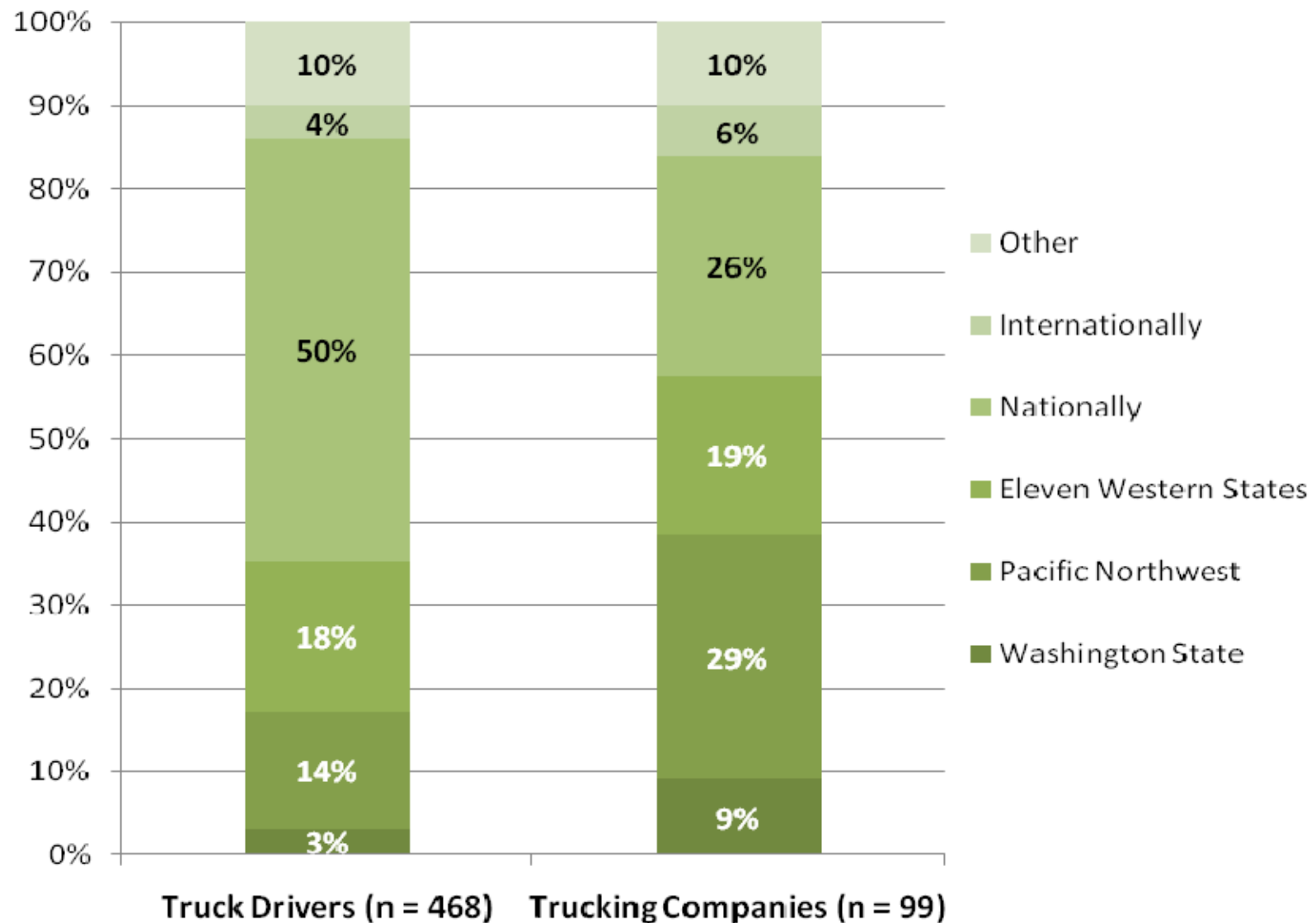


Figure 3 - Where Trucks Drivers and Trucking Companies Primarily Drive Their Trucks



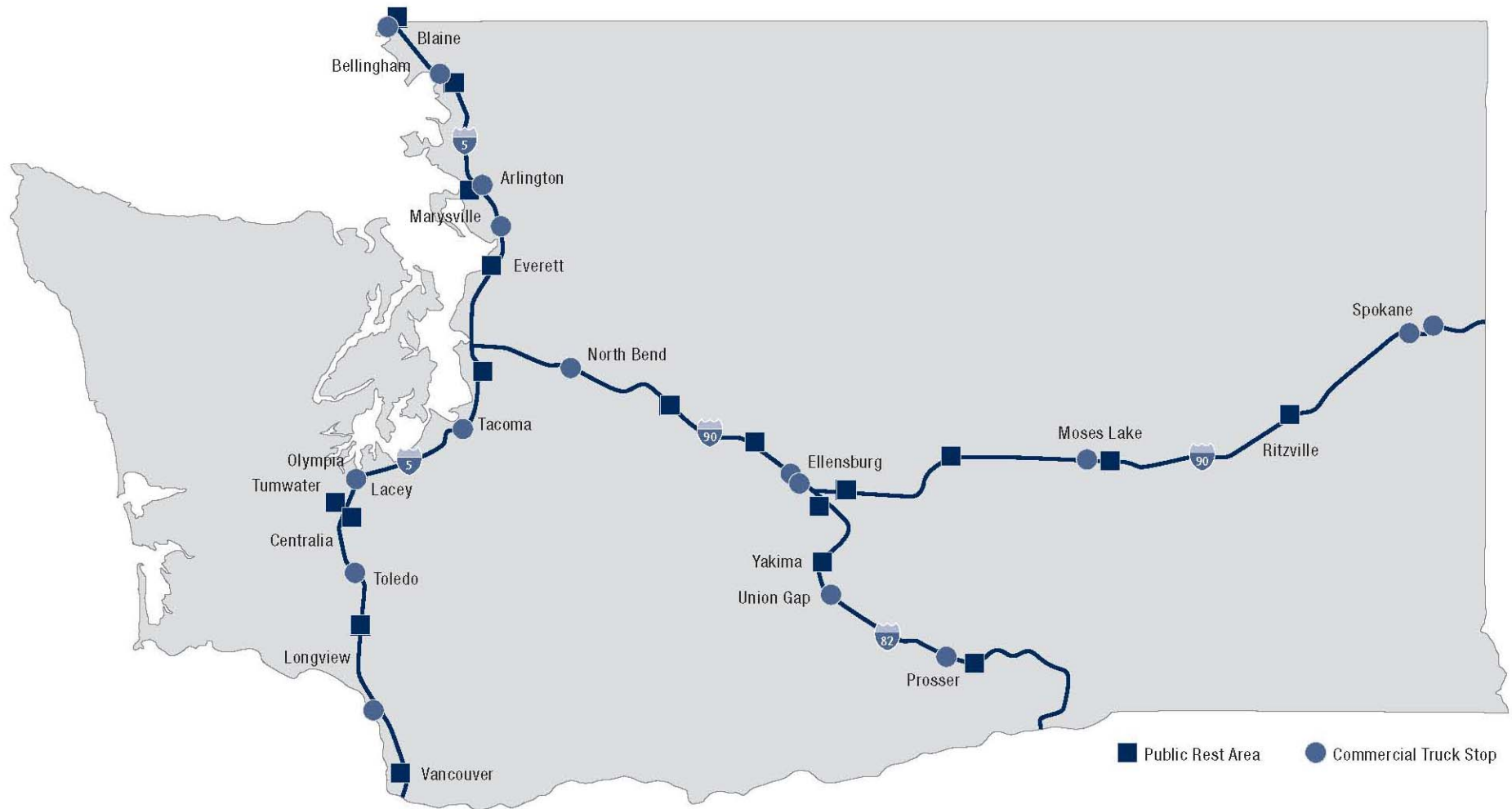


Figure 4 - Importance of Truck Parking Along I-5, I-90, and I-82

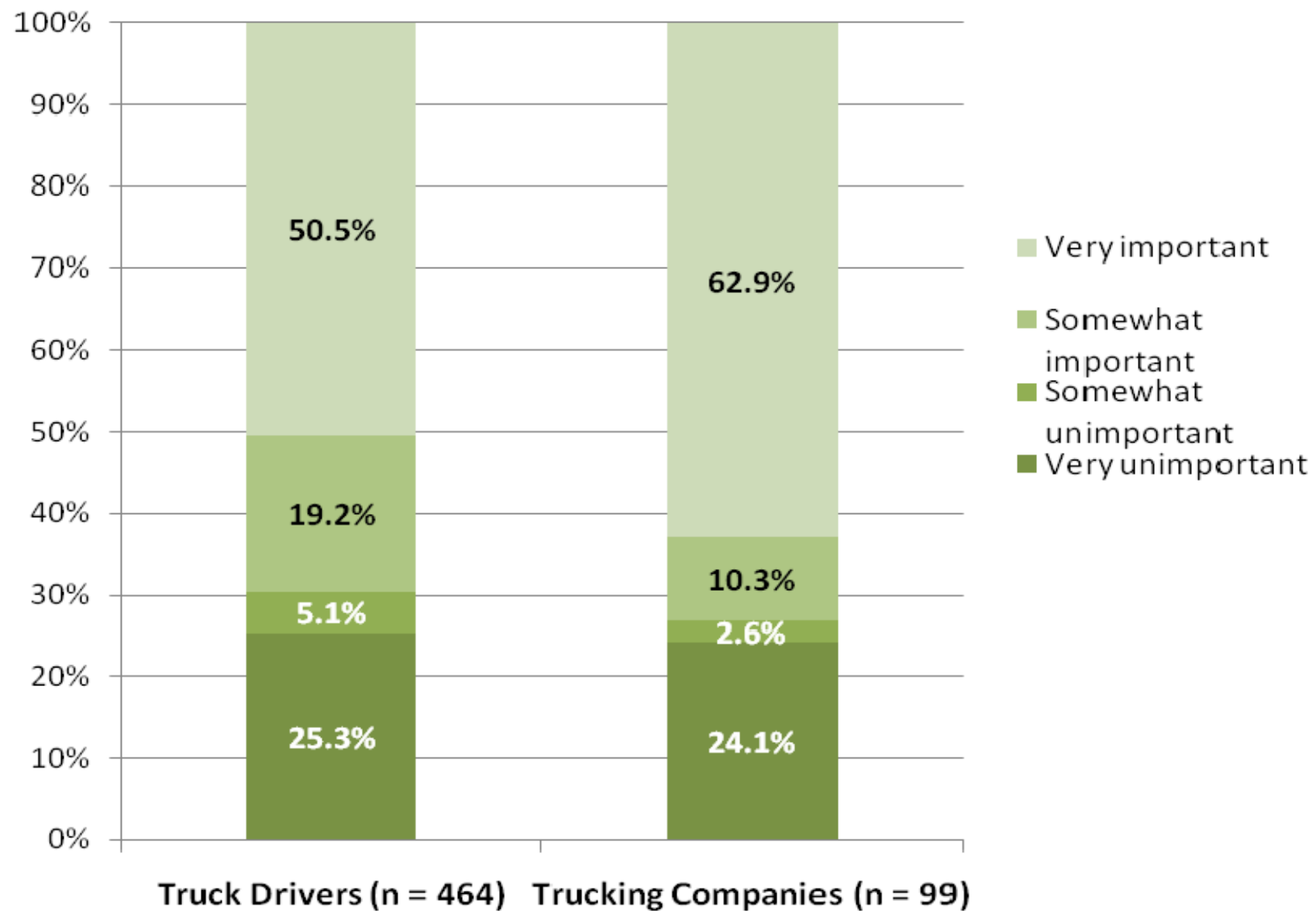
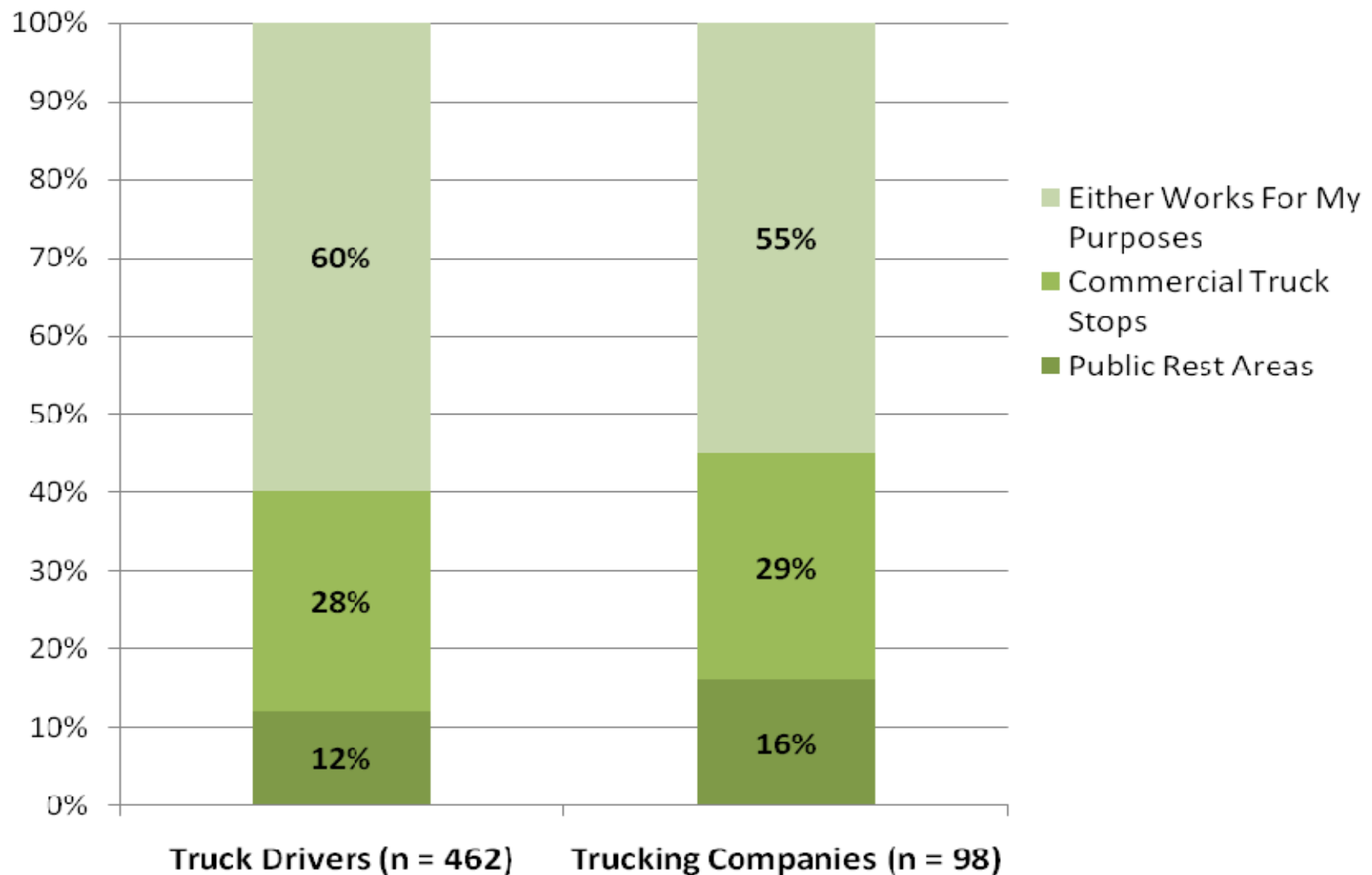


Figure 5 - Truck Parking Preferences of Truck Drivers and Trucking Companies



Barriers to Use

	Truck Drivers n = 424	Trucking Companies n = 93
<i>Overcrowded</i>	95%	88%
<i>Located Too Far Apart</i>	46%	41%
<i>Located in the Wrong Areas</i>	44%	36%
<i>Not Secure</i>	31%	29%
<i>Don't Have the Services I Need</i>	23%	17%
<i>Hard to Access From the Freeway</i>	20%	17%
<i>Other</i>	10%	16%

Common Truck Parking Locations Preferred by Both Truck Drivers and Trucking Companies

Locations	Truck Drivers n = 416	Locations	Trucking Companies n = 86
<i>Seattle</i>	52%	<i>Seattle</i>	50%
<i>Tacoma</i>	46%	<i>Tacoma</i>	38%
<i>Federal Way</i>	27%	<i>Federal Way</i>	27%
<i>North Bend</i>	19%	<i>Snoqualmie Pass</i>	17%
<i>Spokane</i>	19%	<i>Vancouver</i>	16%
<i>Vancouver</i>	17%	<i>Spokane</i>	13%
<i>Olympia</i>	16%	<i>Olympia</i>	11%
<i>Snoqualmie Pass</i>	16%	<i>North Bend</i>	11%
<i>Yakima</i>	10%	<i>Yakima</i>	9%
<i>Ellensburg</i>	9%	<i>Ellensburg</i>	8%
<i>Everett</i>	8%	<i>Bellevue</i>	7%
<i>Chehalis/Centralia</i>	5%	<i>Bellingham</i>	7%
<i>Moses Lake</i>	5%	<i>Chehalis/Centralia</i>	7%
<i>Bellingham</i>	4%	<i>Longview/Kelso</i>	7%
<i>Cle Elum</i>	4%	<i>Blaine</i>	6%
<i>Longview/Kelso</i>	4%	<i>Toledo</i>	6%
<i>Bellevue</i>	3%	<i>Moses Lake</i>	6%
<i>Union Gap</i>	3%	<i>Cle Elum</i>	6%
<i>Richland</i>	3%	<i>Marysville</i>	6%
<i>Mount Vernon</i>	3%	<i>Everett</i>	5%

Figure 7: How Far Would You Drive to Use New Truck Parking by Truck Drivers (n = 462)

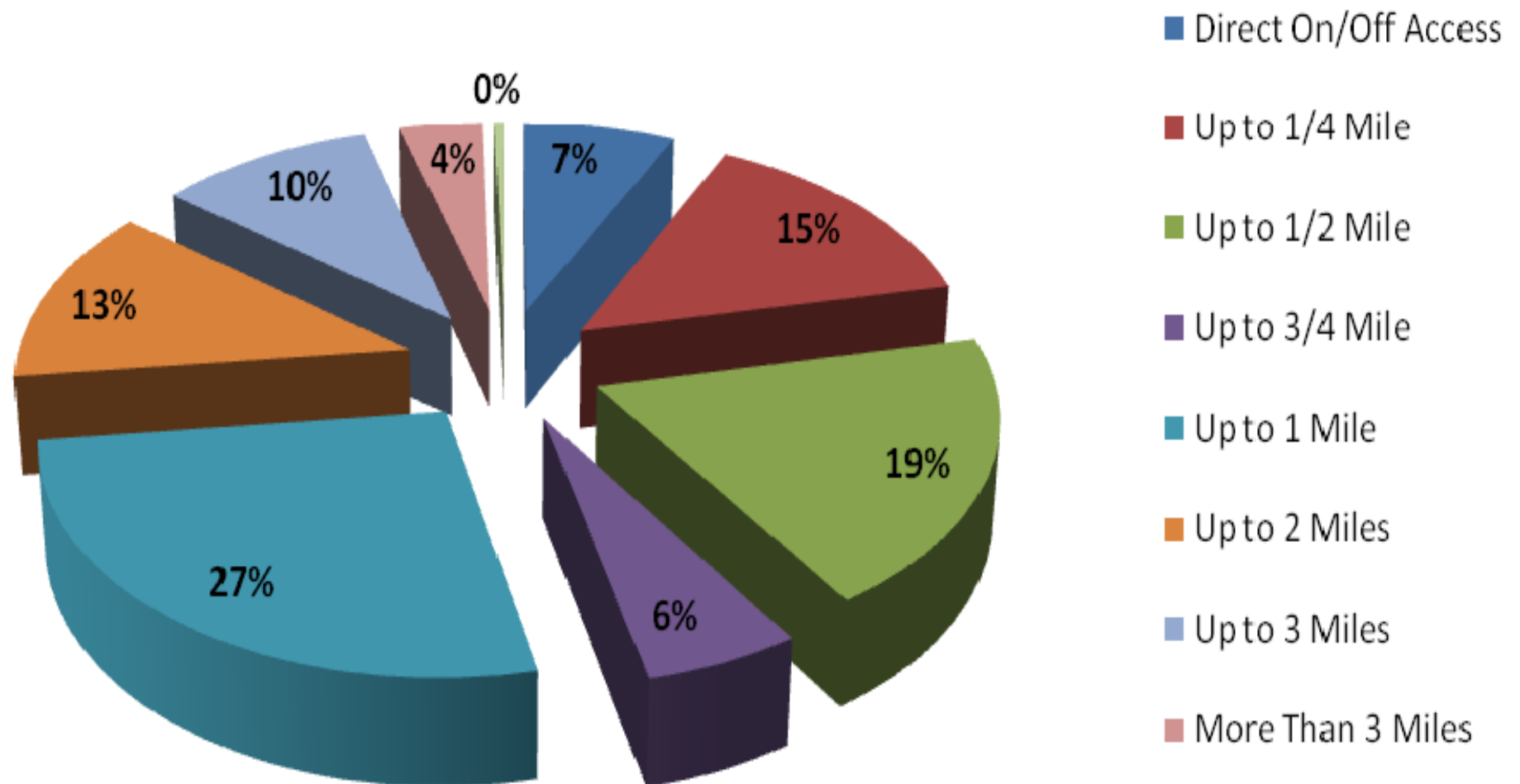


Figure 8: How Far Would You Drive to Use New Truck Parking by Trucking Companies (n = 96)

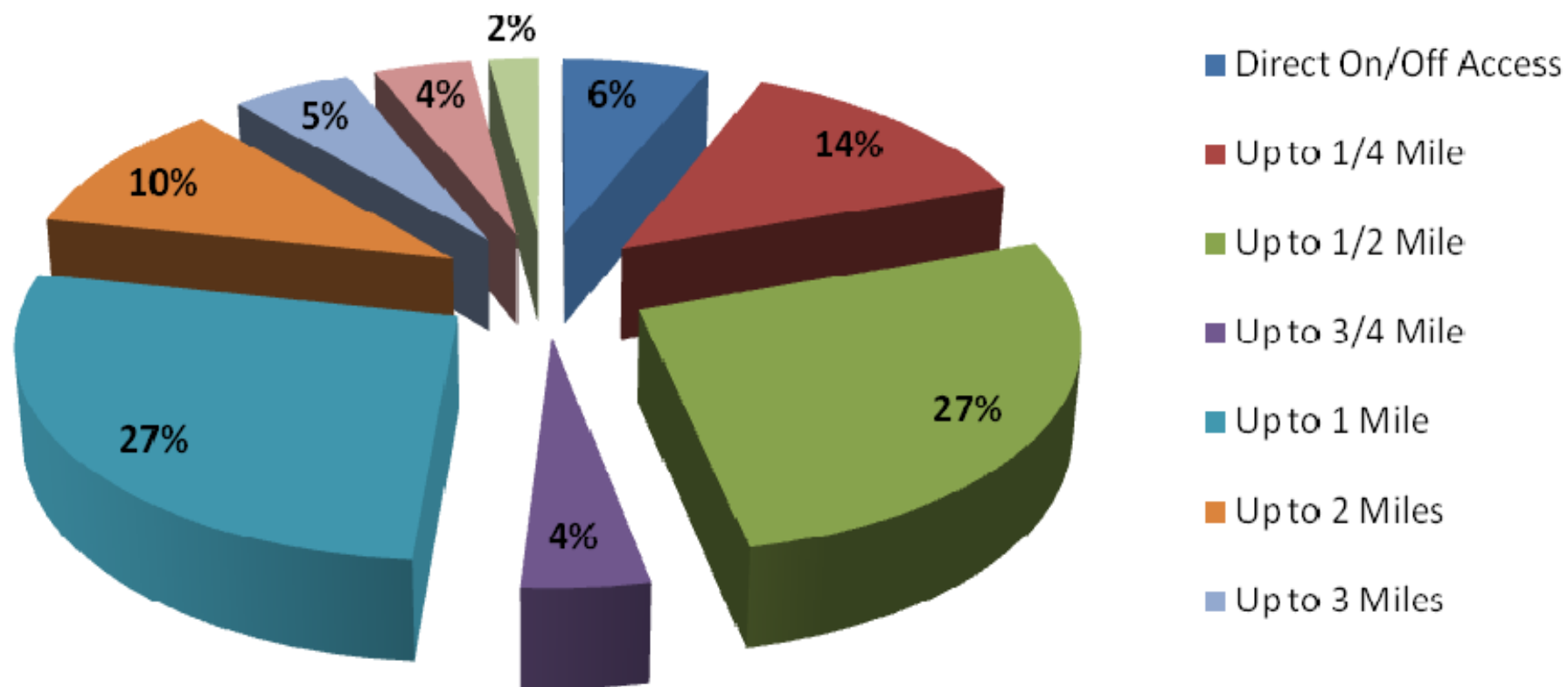
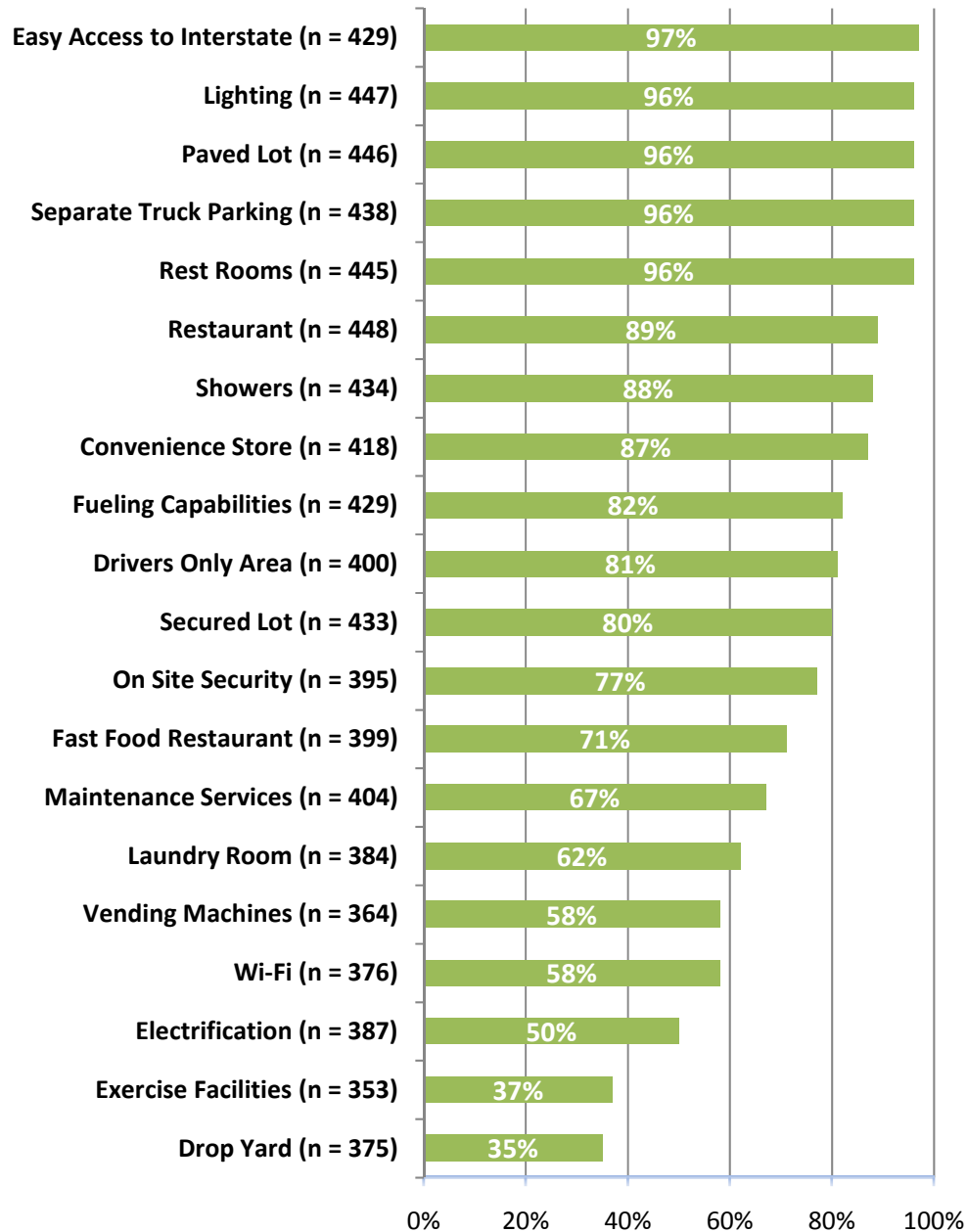


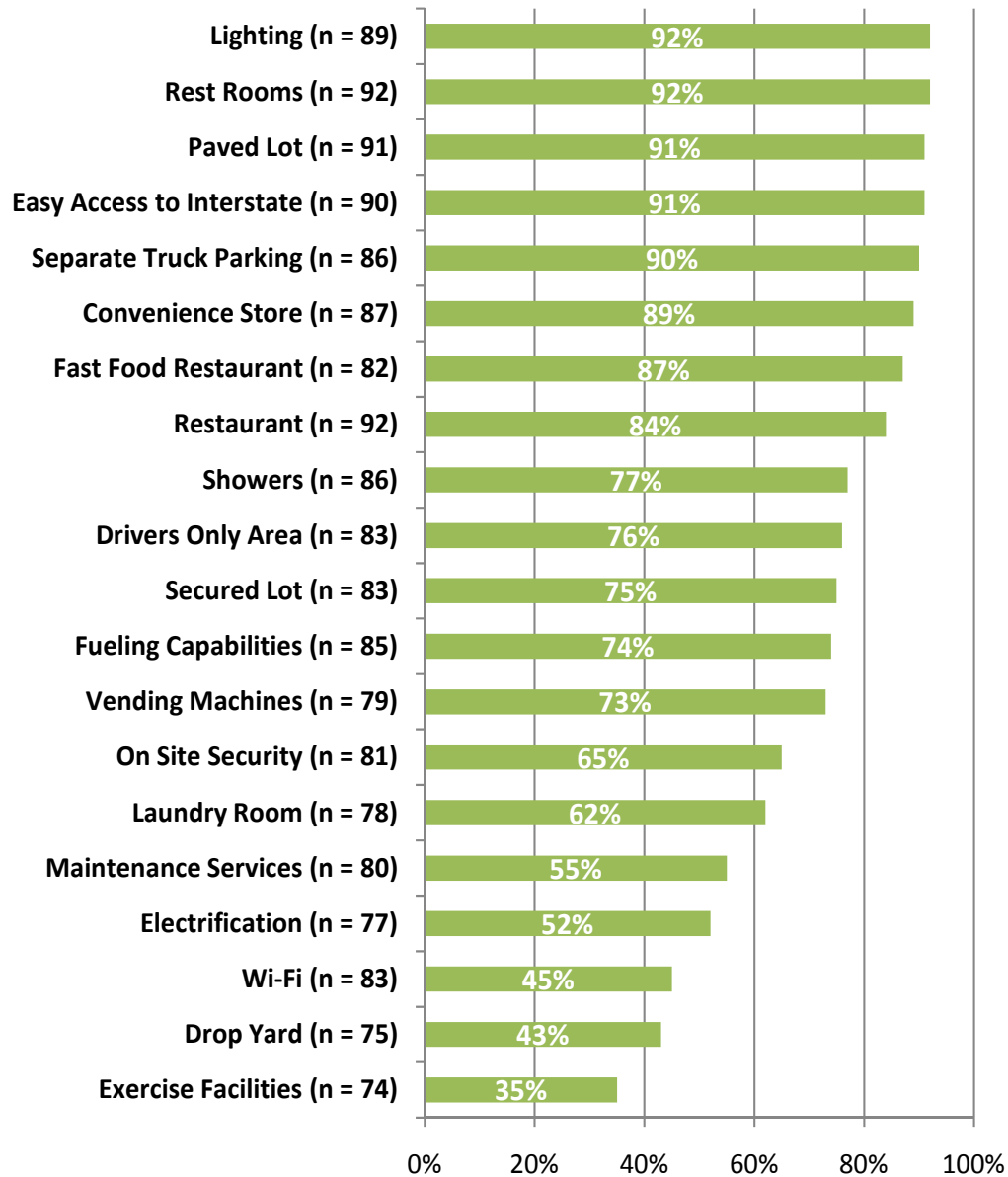
Figure 9 - Amenities Truck Drivers Would Likely Use At Commercial Truck Stops



Amenities Currently Used at Commercial Truck Stops by Truck Drivers

- Truck Parking 94%
- Restrooms 95%
- Restaurant 88%
- Showers 87%
- Maintenance 46%
- Laundry 40%
- Vending 15%
- Exercise Rm 5%

**Figure 10 - Amenities Trucking Companies
Think Drivers Would Likely Use At Commercial
Truck Stops**



Willingness to Pay

	Truck Drivers – Pay for 10-Hour Parking	Truck Drivers – Pay for Reserved Parking	Trucking Companies – Pay for 10-Hour Parking	Trucking Companies – Pay for Reserved Parking
<i>Wouldn't Pay</i>	69%	64%	71%	64%
<i>\$1 - \$9</i>	26%	27%	20%	28%
<i>\$10 - \$19</i>	5%	7%	7%	7%
<i>\$20 - \$29</i>	0%	<1%	0%	0%
<i>\$30 - \$39</i>	<1%	<1%	0%	0%
<i>\$40 - \$49</i>	0%	0%	0%	0%
<i>\$50 or more</i>	0%	0%	1%	1%

Idle Reduction Equipment Use

	Truck Drivers n = 460	Trucking Companies n = 95
<i>Do Not Use</i>	38%	40%
<i>Auxiliary Power Unit (APU) or Generator</i>	32%	32%
<i>Computer Controls to Limit Duration of Idle</i>	15%	26%
<i>Truck Stop Electrification (Shore Power)</i>	14%	13%
<i>Other</i>	9%	8%
<i>APU or Generator With Shore Power Capability</i>	10%	5%
<i>Battery Based Auxiliary With Power System</i>	5%	7%
<i>Battery Based System With Shore Power Capability</i>	3%	4%

Washington State Patrol – Commercial Vehicles Division

Views on Truck Parking

WSP-CVD Truck Parking Views

- WSP-CVD Duties Are Primarily Performed at Weigh Stations
- Not Enough Truck Parking Available
- Truckers park illegally on freeway on-ramps and off ramps, creating safety issues
- Truckers don't plan their 10 hour layovers and stop at the last minute
- Issues Exist at Public Rest Areas

WSP-CVD – Truck Parking Views

- Locations Where Additional Truck Parking is Needed
 - Seattle/Tacoma
 - Vancouver
 - North of Marysville
 - Cle Elum
 - Between Yakima and Ellensburg
 - Snoqualmie Pass

WSP-CVD Truck Parking Views

- WSDOT Should Look for Opportunities to Expand Existing Public Truck Parking Areas
- WSDOT Should Try to Attract Private Companies to Develop Additional Commercial Truck Stops

Key findings

- At least a quarter of truckers park in areas other than designated areas
- Truckers and truck companies agree key areas to target improved truck stops are Seattle, Tacoma, and Federal Way, areas where it will be most difficult to do so.
- Snoqualmie Pass/North bend come in 4th in priority, perhaps in combination with improved chain up facilities

Key Findings (2)

- Only 1/3 of truckers say they'll pay \$1-9
- Majority of truckers would likely use host of amenities if provided
- Future parking may require heavy reliance on key amenities to work economically

Specific Recommendations

- Public rest areas should extend 8 hour limitation to 10 hours if possible
- Review allocation of parking within public rest areas
- Review research findings with private truck stop operators/local jurisdictions to think through development options
- Consider options to improve chain up areas both sides of the pass
- Consider limited use of area park n rides for truck parking if timing permits
- Assess options to provide multiple small parking zones, using private industrial areas?

For more information on **The 2008 Truck Parking Survey**

Please contact:

Dale A Tabat

(360) 705-6990

tabatd@wsdot.wa.gov

Or

www.wsdot.wa.gov/freight/publications



Washington State
Department of Transportation